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The barkentine S. G. Wilder, Captain Jackson, cleared at San Francisco on October 10 for Honolulu.

A list of the names of the members of the Customs Department has been passed around among the men, each man filling out blanks left after his name and thereby indicating whether or not he has registered, what his political proclivities are and other facts of a like nature.

The American schooner Helene, Captain Christiansen, arrived in this port yesterday morning from San Francisco with 2,000 tons of general merchandise consigned to W. G. Irwin and Company. The Helene was sixteen days making the trip down. Five crystallizers for the Honolulu Plantation Company, weighing ten tons each, are included in the cargo. On deck the Helene brought thirty-two horses for Gus Schumann and twenty horses and six mules for J. Mackenzie. Two hundred hogs were also deck passengers.

The mules that are going to China and Manila on the German transport Bosnia and the United States transport Leelanaw had lots of fun in San Francisco. While putting the animals aboard Burnett Claiborne was kicked on the knee, A. T. Nichols was kicked in the face, William H. Davis got a lacerated wound on the cheek and Harry Davies was kicked in the stomach. When the fourth call for the Harbor Hospital ambulance came within half an hour the doctors began wondering what had happened and one of them went to the transport wharf to investigate. He found in one case that it was too much oats and in another too much whisky. The steamer Jeanie is on the Union Iron Works drydock. All of her shoe and part of her keel are gone. The rudder frame and rudder are also gone. She will be overhauled and ready for sea again in a few days.

The Mail Company's steamer City of Para is on the drydock. Hunters Point, San Francisco, being patched up. Her stem is all rust-eaten and a "shoe" will have to be put over thirty feet of it in order to make the ship seaworthy. Besides this, new pintles and bushings have to be put in the rudder and the ship thoroughly overhauled. The City of Para is not the only one of the Mail Company's fleet that needs an overhauling.

A COOL MILLION. VICTORIA, B. C., Oct. 18.—The next steamer from Skagway will bring \$1,000,000 worth of gold dust. This big shipment was made by the Dawson branch of the Bank of British North America, the boxes containing the precious metal being placed on the steamer Sybil, which left the Klondike capital prior to September 30.

The steamer Zealandia, which left Dawson on the 20th, made the trip in three days and a half, passing the Sybil and all the other boats on the river. Some of the Zealandia's passengers arrived here by the Danube this evening, bringing news of the big shipment made by the bank. They say there will be several more large shipments during the present month, as the banks are endeavoring to send out as much of the gold as possible before the close of navigation.

This will not be long, for although the Zealandia, one of the larger vessels, made a very quick trip, the water was falling fast, and the captain considered the trip the larger steamers were then making would be the last for this season. The smaller vessels may run for a couple of weeks longer and will be able to clear up all the freight offering for Dawson. There were over 100 passengers on the Danube.

QUARTERMASTER SUSTAINED. WASHINGTON, Oct. 1.—Judge Advocate General Lieber has given an opinion that the right of extra-territoriality does not apply in the case of military transports of the United States in the waters of a foreign country. The question arose in the case of Melvin C. Scott, a fireman on the transport Thomas, who while that vessel was at Nagasaki, was charged with having assaulted a Japanese boy. He evaded arrest, and took refuge on board the transport. The Japanese authorities demanded his surrender, but Captain Sawtelle, the army quartermaster in charge of the vessel, declined to give him up. It was held by the Japanese authorities that as the Thomas was an "armored vessel" Scott was subject to the rules of international law applying to merchant ships. It was also contended that Scott was not an enlisted man of the United States service, being simply a member of the merchant crew on the Thomas. Captain Sawtelle was notified that the Japanese authorities would send a force of men on the Thomas to enforce their demand for the surrender of Scott. Captain Sawtelle replied that such an effort on the part of the Japanese would be resisted by force of arms. In addition to its regular crew, the Thomas carried a small force of soldiers, in command of Captain Sawtelle.

Fortunate a clash of arms was averted by the departure of the Thomas from Nagasaki before the local authorities could carry their threat into effect. The Thomas arrived in San Francisco about the first of September, and the case involving an important principle of international law was submitted to the law officers of the War Department.

In his opinion General Lieber sustains the legality of Captain Sawtelle's action in refusing to surrender Scott to the Japanese authorities. General Lieber holds that an army transport, while not an armored vessel, is a ship in the service of the United States Government, and that her officers and crew are exempt from the jurisdiction of foreign courts the same as officers and crews of United States ships of war (naval vessels).

Although Scott escaped from this predicament, he is not likely to go entirely free. Since the case arose it has been ascertained that he is a deserter from the United States navy, and is subject to punishment therefor. He was arrested on his arrival at San Francisco and ordered to trial by court-martial at the Mare Island navy yard on the charge of desertion. It is understood that the Japanese Government is satisfied with the disposition of the case.

A WOMAN'S PLUCK. SAN RAFAEL, Oct. 10.—To save her nephew, Horace Kingston, from drowning, Mrs. Knowlton Shores of White Hall, Va., plunged from the sloop yacht Gleam into San Pablo Bay Monday morning and supported the drowning boy until rescued by the yacht's crew. With the swift out-going tide sweeping

her away from the sloop the heroic woman bravely held the struggling boy above the water, though at times she was forced beneath the waves by the child's struggles. The pleasure trip which so nearly resulted in a tragedy was arranged by Roy Kingston, father of the boy, for the entertainment of Mrs. Shores, his sister-in-law, who has spent the past winter in Los Angeles, where her motherless nephew was attending school. Mr. Kingston, who is a civil engineer in the service of the Canadian Government, on his return from the Klondike several weeks ago, chartered the sloop Gleam at San Pedro for a three months' cruise, and, accompanied by his son, Mrs. Shores and her brother, Burton Shores, has been cruising northward. Early Monday morning the sloop was anchored close in to the true flats of San Pablo Bay, and Mr. Kingston and Mr. Shores were landed for a day's duck shooting. While attempting to get into the small boat that was bobbing alongside the yacht, Horace Kingston, boy of twelve years, slipped and fell into the water. Mrs. Shores, who is an expert swimmer, heard his cry for help, and, seeing him struggling in the water, plunged in after him.

John Hays, sailing master of the sloop, had heard the cries, and, springing into the yawl, arrived just in time to rescue the brave woman as she was disappearing beneath the water with her charge tightly clasped in her arms. Mrs. Shores revived before she reached the yacht and aided in the resuscitation of the boy, who had collapsed. When seen at Tiburon, Mrs. Shores made light of her heroic act and modestly declined to be made a heroine by her brother.

Several years ago, at Narragansett Pier, Mrs. Shores rescued two girls who had been carried off the lifeline by a heavy breaker, and Monday was wearing a diamond-crested locket they had sent her as a mark of their gratitude.

PROGRESS OF AMERICAN NAVY

Results of the Mimic Warfare—Vessels on the Stocks.

WASHINGTON, Oct. 11.—The Navy Department has received Admiral Farquhar's report on the recent maneuvers of the North Atlantic Squadron off Newport, R. I. The Admiral comments primarily on the zeal and enthusiasm the mimic naval warfare awakened among the officers and men. The exercises proper began on September 24th, when the red squadron, consisting of the Kearsarge, Indiana, Texas, Scorpion and Eagle, accompanied by six torpedo boats, put to sea to effect a blockade of Newport. The remaining vessels, the New York, Massachusetts, Lehigh and Vicksburg, were stationed as defenders of the harbor and constituted the blue squadron. The general plan of defense followed by the inside squadron was to place a battleship on each side of and just inside the mouth of the harbor, so as to be concealed from incoming vessels. Here, with decks cleared for action, batteries trained forward and full steam up, the New York and Vicksburg lay in wait ready to fire into and ram any venture some member of the red squadron. Picket boats armed with rapid-fire guns and sharpshooters were provided with a system of signals to warn all hands of the approach of the enemy and powerful searchlights at Fort Greble and other points insured protection at night. The general plan followed by all vessels was not to turn on searchlights until the approach of a torpedo boat was reported by a picket boat.

The plan of placing picket boats was very successful, and not a single torpedo boat got beyond them without being reported. With a sufficient number of searchlights on shore it is doubtful if vessels could be piloted at night into a harbor which is at all difficult of entrance. The bow wave and wake of torpedo boats was the first object that aided in picking them up in the darkness. "In this connection," says the Admiral, "I would suggest the advisability of the Departments keeping as many torpedo boats or destroyers as practicable with the squadron at all times to accustom both officers and men with their general characteristics, movements, etc., and in order to carry on exercises with them in all the various ports visited."

The Holland unfortunately in her attack upon the Kearsarge the second night did not reach her objective point until after several torpedo boats had arrived.

The second night's operations consisted of an attack upon the outside or red squadron, by five torpedo boats and the Holland. As a rule the torpedo boats were successful, although this would scarcely have been the case with an efficient boat service.

Every condition of battle was simulated as nearly as was possible, although blank charges from the small rapid-fire guns constituted all the firing. While much was wanting, says Admiral Farquhar, both in time and material, to carry out the maneuvers on a large scale, still a number of professional points were brought out which will be of great value in the future. The value of searchlights was particularly impressive, as was also the work done by the Holland, of which Captain Folger says: "An additional point: 'The Holland type will play a very serious part in future naval warfare.'"

PROGRESS OF NEW VESSELS. WASHINGTON, Oct. 11.—Admiral Hichborn, chief of the Bureau of Construction and Repair, has made public a statement showing the progress of the work on the vessels now under construction for the navy.

Of the big battleships, the Maine and the Ohio stand respectively at 36 and 39 per cent of completion; the Missouri, at Newport News, stands 15 per cent, and the Illinois, at Newport News, is set down at 85 per cent.

Work is progressing satisfactorily on the six new sheathed protected cruisers, although they are all in the first stages of construction. The monitors Arkansas, Florida, Wyoming and Monitor No. 8 (the latter as yet unnamed) are each about half finished. The sixteen torpedo boat destroyers, as well as the sixteen torpedo boats, are for the greater part in the last stages of their construction. Of the submarine torpedo boats, the Plunger stands at 85 per cent and of the remaining six, the Alder, Moccasin, Porpoise and Shark are set down at 6 per cent, while work has not yet begun on the Pike and the Grampus.

IT HAPPENED IN A DRUG STORE.

"One day last winter a lady came to my drug store and asked for a brand of cough medicine that I did not have in stock," says Mr. C. R. Grandin, the popular druggist of Ontario, N. Y. "She was disappointed and wanted to know what cough preparation I could recommend. I said to her that I could freely recommend Chamberlain's Cough Remedy and that she could take a bottle of the remedy and after giving it a fair trial if she did not find it worth the money to bring back the bottle and I would refund the price paid. In the course of a day or two the lady came back in company with a friend in need of a cough medicine and advised her to buy a bottle of Chamberlain's Cough Remedy. I consider that a very good advertisement for the remedy." It is for sale by Benson, Smith & Co., Ltd., wholesale agents.

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The numbers and dates of the bonds are:
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No. 73, 6 per cent stock A, date December 11, 1890, \$1,000.
No. 74, 6 per cent stock A, date December 11, 1890, \$1,000.
No. 75, 6 per cent stock A, date December 11, 1890, \$1,000.
No. 353, 6 per cent stock A, date August 14, 1891, \$1,000.
No. 354, 6 per cent stock A, date August 14, 1891, \$1,000.
No. 355, 6 per cent stock A, date August 14, 1891, \$1,000.
No. 356, 6 per cent stock A, date August 14, 1891, \$1,000.
Suitable rewards will be paid to any person or persons who return said bonds, or any of them, to the undersigned.

A. M. BROWN,
High Sheriff, Territory of Hawaii,
Honolulu, October 13, 1890. 5677
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